

7 Hawthorne St.,

Dayton, Ohio,

Dec. 22, 1903,

Carl Dienstbach,

New York City.

Dear Sir:

My sons Wilbur and Orville are expected under the parental roof—always their home—within a few days, when they will read your letter of the 19th Inst. The Norfolk dispatch was evidently a friendly, though incorrect report. My sons say their four successful flights the 17th instant, were "from the level." There are two screw propellers directly behind the double-decked aeroplane and none under it for uplifting it. To get under headway they laid a single-rail track straight down the hill, but began flight

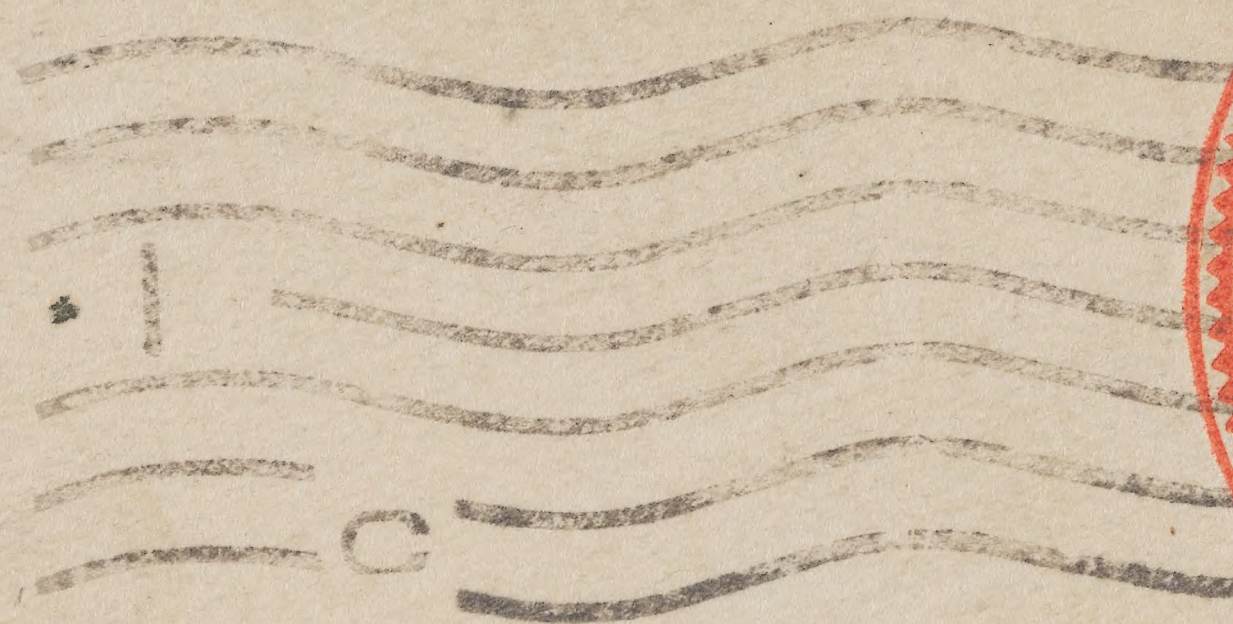
from the level. Their progress was ten miles per hour against a twenty-one-mile wind; hence, counting still air, their flight was 31 miles an hour. I do not know the distance of each several flight, but from the time maximum, of 57 seconds, no one flight could have exceeded a thousand feet. All reported as to what Orville or Wilbur said is not so unlikely, but probably mythical. The height of ascent I do not know, but certainly they aimed it should not be above about thirty feet. The engine is not for ballast, nor has the aviator any car at all "in the center of the frame." The "push upward" is a myth. There is a rudder in the front and a vertical tail in the rear, and other important regulating devices. The total area of the wings is 570 feet, the fore and aft dimension of the whole machine is about 20 ft. Yours, Milton Wright.

P.S. Wilbur is 36, Orville 32, and they
are as inseparable as twins. For sev-
eral years they have read up on
aëronautics as a physician would
read his books, and they have
studied, discussed, and experimented
together. Natural workmen, they
have invented, constructed, and
operated their gliders, and finally
their "Wright Flyer" jointly, all at their
~~own~~ personal expense. About equal cred-
it is due each.
H. W.

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